

NMB LOGICAL FRAMEWORK-BASED WORKPLAN

GOAL: To reduce noise from aircraft in and around Gatwick

ISSUE	ACTIVITIES/INPUTS	OUTPUTS/MILESTONES	OUTCOMES
	Procedural changes		
Reduce Night Flight noise	Lobby CAA to expedite approval of RNN trial (already submitted) (<i>end Q2 2021</i>)	RNN trial occurs & validates whether further noise reduction possible (<i>winter 2021/22 if number of flights allow sufficient data</i>)	Reduced Night Noise (RNN) type procedures adopted (<i>if successful, operational deployment by 2024/25</i>) <i>Target Indicators (in terms of noise eg 3DB reduction on both Leqs and N/ above numbers) – to be completed</i>
Landing gear deployment	Landing gear deployment desktop review, including review of other airports' trials and subsequent trial proposal (<i>end Q3 2021</i>)	Landing Gear Deployment optimisation trial & assessment takes place and shows whether noise reduction can be achieved at London Gatwick (<i>by Q2 2022</i>)	Landing Gear deployment optimisation procedure adopted (<i>by end 2022</i>) <i>Target Indicators (in terms of noise) – to be completed</i>
New noise departure limits & fines	Investigation and engagement with stakeholders including airlines on new departure fines proposal (<i>Q3 2021-2022</i>)	Noise departure limits and new fining regime document proposed by GAL as part of DCO process (<i>end Q4 2022</i>)	Noise departure limits lowered via new fining regime via DCO process (<i>by 2024</i>) <i>Target Indicators (in terms of noise) – to be completed</i>
Improve departure continuous climb	Study on continuous climb noise reduction	Study shows that there could be noise reduction if continuous climb is more fully achieved with little or no adverse effect (<i>end Q2 2021</i>)	Improved continuous climb procedures adopted (<i>when FASI-South starts winter 2024/25</i>) <i>Target Indicators (in terms of noise) – to be completed</i>
	Procedural influences		
Implement Airline Noise Table	NDG constructs metrics, GAL trials the Airline Noise Performance Table (<i>end Q4 2020</i>) Review of how table is working (<i>Q4 2021</i>)	Gatwick Airport Ltd (GAL) publishes Airline Noise Performance Table (<i>Q1 2021</i>)	Airline Noise Performance Table in use with way to influence airline compliance (<i>from Q1 2021</i>). <i>Target Indicators (in terms of noise) – to be completed</i>
Deliver & incentivise low noise arrival metric	Conduct desktop validation of the Low Noise Arrival metric at Gatwick using measured noise data and arrival flight trajectories (<i>end Q2 2021</i>)	Low Noise Arrival Metric is agreed, including operational roll out plan, by Sustainable Aviation (<i>end September 2021</i>)	Low Noise Arrival Metric in operational use (<i>by end 2021 and then ongoing</i>) <i>Target Indicators (in terms of noise) – to be completed</i>
Agree & Routinely use noise metrics	Agree & trial use of >N60 and >N65 metrics (<i>already achieved</i>)	N/above (N60 and N65) metrics regularly used for all noise reduction trials and to measure noise (<i>already in use</i>) – monitored by NATMAG	Use of N/above (N60 and N65) metrics alongside Leq (averaged) noise contours (<i>throughout NMB second term</i>) <i>Target Indicators (in terms of noise) – to be completed</i>
	Strategic Change Influencing		
Engagement with FASI-S	FASI-South workshops for NMB take place to grow NMB stakeholders' knowledge on FASI-South and implications/possible advantages for noise reduction around Gatwick (<i>target Q1 2021 plus throughout 2021 as necessary</i>)	NMB stakeholders understand the important granular detail of the FASI-South process and are able to influence other stakeholders with a multiplier effect (<i>by end 2021</i>)	FASI-South airspace change process is properly informed on Gatwick noise issues (<i>throughout NMB Second Term</i>) <i>Target Indicators (in terms of noise) – to be completed</i>
Examine Fair & Equitable Dispersal	Independent assessment of FED concepts to help inform NMB Stakeholder discussions (<i>target end Q2 2022</i>)	NMB stakeholders are briefed on and discuss assessment's findings and agree what FED looks like so as to be able to agree way to influence HMG and other key regulatory bodies (<i>end 2022</i>)	Fair & Equitable Distribution (FED) of aircraft defined & quantified (<i>target throughout NMB Second Term</i>) <i>Target Indicators (in terms of noise) – to be completed</i>
	Noise-related information for decision making		
Planning & Noise	Develop a proposal, following engagement with local planning authorities represented at NATMAG and NMB stakeholders, to Councils & a separate one to ICCAN/Sustainable Aviation on need for greater consideration of aviation noise in land use planning by policy makers (agreed at previous NMB)	Engagement with Councils local to Gatwick and HMG/ICCAN/Sustainable Aviation to encourage consideration of aviation noise in land use planning for residential purposes (<i>end 2021</i>)	Policy makers aware of the need for greater consideration of aviation noise in land use planning for residential development (<i>throughout the NMB Second Term</i>) <i>Target Indicators – to be completed</i>
Conveyancing & noise	Updated aviation noise information booklet put together by GAL, with covering letter from NMB/NATMAG Chairs as appropriate (agreed at previous NMB)	New, updated aviation information booklet produced (and engagement strategy put in place (<i>end Q2 2021</i>))	Make conveyancing lawyers aware of noise issues around current Gatwick flight paths (<i>by mid 2022</i>) <i>Target Indicators – to be completed</i>